

The Times-Herald

The Official Paper of Harney County,  
has the largest circulation and is one of  
the best advertising mediums in Eastern  
Oregon.

ANNUAL COUNTY FAIR

CITIZENS SHOULD HELP  
MAKE IT SUCCESS.

See Live Stock and Farm Pro-  
ducts, Vegetables, Fruits, Etc.—  
See a Premium List.

It is not the fault of the Harney County Fair Association if the fair next month is not the most successful ever held in the county. The Association is every means to make it the best with support from the people of the county can make it profitable for the county.

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COURT BUSINESS.

These are the proceedings of  
county court at the regular  
term last week:

R. J. Winters employed as  
for the high school.

Will awarded contract to  
60 cords of wood at the  
home and high school for \$5.

John R. Gould and 17  
for a county road, the court  
for the board of road viewers  
not said road.

W. and Annie Hamilton  
contract for care and keep  
poor for one year from  
the date of the order.

Let of Road Master of Road  
No. 1 approved and the  
authorized to pay to said  
master \$600 to expend on the

Howard authorized to put  
gasoline engine in place  
where any assistance be  
required.

James directed to transfer  
of \$50 from the general  
fund to the institute fund.

James ordered to pay \$600 to  
Road Master Dist.  
to be used on the road in  
district.

James master of the bill of Crook  
for expenses incurred in the  
George Miller, it appearing  
that 10 per cent had been added

to the original bill and the same is  
not just, the clerk was ordered to  
draw his warrant in favor of Crook  
county for \$2378.04 as settlement  
in full of said bill.

BACK TO THE LAND.

Speaking of modern destructive  
methods in farming, Pres. J. J.  
Hill says: "Within 20 years we  
must have and employ in some  
fashion 50,000,000 additional popula-  
tion, and by the middle of the cen-  
tury there will be approximately  
two and a half times as many peo-  
ple in the United States as there  
are today. No nation in history  
was ever confronted with a sterner  
question than this prospect sets be-  
fore us. What are we to do with  
our brother, whose keeper we are?  
How are we to provide our children  
with shelter and daily bread? Our  
arable public lands have almost  
disappeared.

"Our one resource, looking at  
humanity as something more than  
creature of a day, is the productiv-  
ity of the soil. The reckless dis-  
tribution of the public lands, its  
divisions among all the greedy who  
choose to ask for it, the appropri-  
ation of large areas for grazing pur-  
poses, have absorbed much of the  
national heritage.

Charles Lillard of the Beaver  
creek country, has sold his brand  
and four or five hundred of horses.  
We could not learn the name of the  
purchaser. Mr. Lillard received  
on an average of \$40 a head.—  
Prineville Journal.

The Times-Herald will make  
this a bargain month in the way of  
subscriptions and has arranged to  
give the Semi-Weekly St. Louis  
Republic free to all who pay up  
arrears and one year in advance to  
The Times-Herald. New subscrib-  
ers who pay in advance will also  
receive this great national semi-  
weekly newspaper and family  
magazine in the United States.  
The two papers one year for \$2—  
for this month only.

Having sold the furniture busi-  
ness, C. A. Byrd will now turn his  
attention to painting and paper  
hanging and solicits a share of  
your patronage. He will also con-  
duct a cabinet and repair shop.

The Breath of Life.

It's a significant fact that the  
strongest animal of its size, the gor-  
illa, also has the largest lungs.  
Powerful lungs means powerful  
creatures. How to keep the breath-  
ing organs right should be man's  
chiefest study. Like thousands of  
others, Mr. Ora A. Stephens, of  
Port Williams, O., has learned how  
to do this. She writes: "Three bot-  
tles of Dr. King's New Discovery  
stopped my cough for two years  
and cured me of what my friends  
thought consumption. O, it's  
grand for throat and lung troubles!"  
Guaranteed by the City Drug Store.  
Price 50c and \$1.00 Trial bottle  
free.

\$25.00 REWARD \$25.00.

Notice is hereby given that hunt-  
ing and shooting upon the enclosed  
lands of the American Land & Live  
Stock Co located in townships 39  
& 40 S Range 35 E and township  
39 S R 36 E W M, Harney Co  
Oregon (better known as the Trout  
Creek and Colony Ranches), is  
strictly forbidden. Any person or  
persons found hunting or trespass-  
ing with a gun in their possession  
on above described property will  
be prosecuted to the full extent of  
the law. A reward of \$25 is here-  
by offered for evidence that will  
lead to their arrest and conviction.  
AMERICAN LAND & LIVE STOCK CO.  
By E. B. Hill Ranch Manager.

Starving to Death.

Because her stomach was so  
weakened by useless drugging that  
she could not eat, Mrs. M. Ry H.  
Walters, of St. Clair St. Columbus  
O., was literally starving to death.  
She writes: "My stomach was so  
weak from use-less drugs that I  
could not eat, and my nerves so  
wrecked that I could not sleep,  
and not until I was given up to die  
was I induced to try Electric Bitters,  
with the wonderful result that im-  
provement began at once and a  
complete cure followed." Best  
health tonic on earth. 50c. Gauran-  
teed by City Drug Store.

See Geer and Cummins' ad.

THE RAILROADS IN OREGON

GREAT IN AREA BUT SMALL IN MILE-  
AGE—WONDERFUL STATE.

It is on the Eve of Great Developments,  
Says The Railway Age—Now is  
The Appointed Time.

Oregon is one of the greatest  
states in respect to area and one of  
the smallest in railway mileage.  
With 94,560 square miles of land  
surface its railway lines aggregate  
only 1,750 miles—one mile to 54  
square miles of territory. This is  
small railway mileage, actually  
and comparatively. Newer Wash-  
ington on the north has 3,232  
miles of road to 66,860 square  
miles of land—one to 20.6; Califor-  
nia on the south with a territory  
13 times that of Oregon has 34  
times her mileage; Kansas with  
13,000 square miles less has nearly  
7,000 miles of railway more; Illi-  
nois with less than two-thirds the  
area of Oregon has 6 1/2 times its  
mileage. To compare favorably  
with these states in ratio of mileage  
to area, Oregon to equal Washing-  
ton should have 4,590 miles instead  
of 1,750; to compare with Califor-  
nia it should have 3,782 miles; to  
match Kansas it should have 10-  
279 miles, to equal the unequalled  
railway state of Illinois it should  
be covered with nearly 20,000 miles  
of railway.

Oregon is a state of diversified  
climate and production; of large  
areas that may never be productive,  
but of larger areas that only need  
transportation—some of them trans-  
portation and irrigation combined  
—to develop great productive capac-  
ity for lumber, grain of many  
kinds, wool, livestock, dairy prod-  
ucts, fruit, vegetables, minerals  
and varied products manufactured  
from mills propelled by the abun-  
dant water power. But Oregon  
hitherto has not looked as inviting  
to railway builders as many other  
states in respect to geographical  
and physical conditions. Along  
its north line for 300 miles flows  
the navigable Columbia river; its  
western coast more than 300 miles  
long is watered by the Pacific and  
a number of indentations furnish  
possible landing places for coasting  
craft, although in real natural har-  
bor the Oregon coast is lacking.  
Parallel to the ocean, 60 miles or  
so away, the noble Willamette river  
flows through a fertile valley shut  
in by the coast range on the west  
and the formidable Cascades on the  
east, and in this narrow valley and  
along the great Columbia nearly all  
the railways run and most of the  
population exists. The rivers and  
rains and not the sea have  
caused the development thus far  
secured; the railways alone now  
can open up the vast unpeopled  
regions in the interior and the lonely  
isle of sea-coast, and this they are  
settling about to accomplish.

The Southern Pacific and Union  
Pacific lines of the Harriman inter-  
ests practically constitute the rail-  
way mileage of Oregon at present,  
and to these great interests the  
state looks, hopeful of rapid de-  
velopment. Of the 1,750 miles  
credit to the state in 1905, the Har-  
riman lines represent 1,350 miles.  
The remaining 400 miles are motly  
made up of the Astoria & Colum-  
bia River road from Portland to the  
ocean, 122 miles, and the Corvallis  
& Eastern from Yaguina Bay east-  
ward to the foot of the Cascades,  
142 miles—two parallel but widely  
separated roads, controlled by one  
interest in San Francisco, which  
are natural feeders of the system  
with which they connect. The  
Northern Pacific owns 40 miles  
from Portland to the Columbia  
river on its Seattle line—the entire  
share of the Hill roads in Oregon  
territory at present. The Southern  
Pacific road consists of the main  
line of the Shasta route from San  
Francisco to Portland running from  
370 miles through the length of  
Oregon, and four or five shorter  
lines paralleling it along the Wil-  
lamette valley. Under the same  
progressive influence the Oregon  
railway & Navigation road operates  
a great line along the south bank of  
the Columbia river and thence on  
into Washington and Idaho. Of  
this line 404 miles, from Portland  
to Huntington, lie in Oregon, with  
a number of branches, making a  
total of 652 miles of the O. R. & N.  
now operating in the state.

The Union Pacific-Southern Pa-  
cific interests thus own practically  
the entire railway system of Ore-  
gon as it stands today. What are

they going to do about the develop-  
ment of the vast territory in that  
state which the railway has not  
reached? Evidently those combined  
interests are moving forward on a  
defined plan to cover with a system  
of serviceable inter related railways  
the great region which in a trans-  
portation sense they may be said to  
possess. The official organization  
of these companies is arranged for  
effective independent action in Ore-  
gon. The immediate executive,  
constructive and operative manage-  
ment of both the Southern Pacific  
and the Oregon Railway and Nav-  
igation lines in Oregon is centered  
in Mr. J. P. O'Brien, vice-president  
and general manager, with head-  
quarters at Portland. In him are  
concentrated the plans and powers  
of the chief executive at New York  
and of the operative and traffic  
heads of the whole Harriman sys-  
tem located at Chicago. With a  
calm, reasonable, candid attitude,  
Mr. O'Brien has met the popular  
tendency to suspect railway corpo-  
rations to an extent proportionate  
to their magnitude, and has inspired  
confidence in the purpose of the  
Harriman interests to give Oregon  
a system of transportation facilities  
adequate to both its present needs  
and its great possibilities.

Such a system is in progress.  
Within a few months work has  
been completed or commenced on  
a dozen different lines, radiating  
east and west from the trunk line  
in the Willamette valley or south  
from the Oregon Railroad & Nav-  
igation road, which will add about  
1,100 miles to the system in Ore-  
gon. Prominent among these is  
the Oregon Eastern railroad, pro-  
jected to extend from Natron on  
the Willamette easterly, across the  
Cascade mountains and the sage  
plains, to the western boundary  
of the state and to a junction with the  
Oregon Short Line at Ontario on  
the Snake river, a distance of some-  
thing like 400 miles. From this a  
long branch will run northward up  
the Deschutes valley and connect  
with a line from the Columbia  
river; while another branch, already  
under construction, will reach south  
to the fertile regions of Klamath  
lake and meet a branch now build-  
ing from a point on the Shasta line  
a little below the Oregon border.  
Other lines include the Great South-  
ern railway to run from Dufer south  
about 120 miles; a line from Elgin  
east to Joseph, 63 miles, under  
construction; the Condon branch,  
Arlington south to Condon, 45 miles;  
built; the Deschutes railroad from  
Deschutes south 40 miles; the John  
Dufer south 40 miles; a short line  
from St. John, near Portland, to  
Troutdale 20 miles; the Oregon  
Western, under construction from  
Drain, on the Shasta route, west to  
Marionfield, 81 miles; the Umatilla  
Central, from Pendleton south 35  
miles, and sundry important out-  
crops which connect existing lines  
and shorten distances.

To increase the facilities for  
reaching and leaving Oregon with  
people and products the Union Pa-  
cific interest has determined to  
build its own road between Port-  
land and Seattle, and has also un-  
dertaken the seemingly superfluous  
duty of building down the north  
bank of the Columbia river a line  
to Portland over 200 miles long,  
paralleling its O. R. & N. road  
along the south bank. By strange  
coincidence the northern Pacific  
people—that is to say Mr. Hill—are  
vigorously building a line  
alongside of Harriman's graders,  
and are sure to push into Portland  
a competitor to the latter's line  
which will increase the importance  
of the Oregon metropolis and in-  
directly the growth of the state.  
Meantime the parallel north bank  
road is under way and the con-  
nection is gaining ground in Portland  
that eventually it will be used to  
give entrance to a new empire  
building road, the Chicago, Mil-  
waukee & St. Paul. Outside of  
and contiguous to Oregon all the  
existing roads are building branch-  
es and developing activities from  
which that state will necessarily  
receive benefit. Much more im-  
portance in the way of internal  
development will be the line, if it  
ever is built, which the Chicago &  
Northwest for many years has  
had occasional dreams of building  
across Wyoming, Idaho and Cen-  
tral Oregon to the Pacific with Ya-  
quina bay the probable terminus.  
Add this great through line to the  
Oregon Eastern which the Southern  
Union Pacific have started, and  
which will be fed also from Idaho  
by a long road that is to be built  
down the east bank of Snake river

through Huntington to Lewiston,  
and Oregon will need little more  
in the way of east and west lines.

Along the eastern base of the  
Cascade range the Deschutes river  
carries an exhaustless stream of  
water northward for 175 miles or  
more, to the Columbia river.  
Along its upper waters, in Crook  
county, the Deschutes Irrigation &  
Power Company, under state super-  
vision, has built two main canals  
with feeders and laterals aggregat-  
ing 210 miles of canals, and has  
set about the reclamation of 215,000  
acres, equivalent to 336 square  
miles of land. The yields already  
obtained on small tracts in this  
arid region are declared to prove  
the success of the irrigation move-  
ment, here and in other parts of  
Oregon, and the state authorities  
are gratified.

Railways will be built where  
transformations like this are possi-  
ble, and although interior Oregon  
has great regions where irrigation  
will not be practicable, yet the  
snows of the many mountains and  
the numerous streams and lakes  
will supply water to redeem no in-  
considerable part of what have  
been considered the waste and use-  
less portions of the state.—Railway  
Age.

GERMS IN THE HAY.

Recent investigation seems to  
prove the contention made fre-  
quently by some of the well infor-  
med residents of the valley, that  
typhoid germs are bred in water  
that percolates through alfalfa  
fields. The extent to which this  
process is carried on is considera-  
ble and increases whenever the  
growing forage is cut down and  
allowed to decay in the ditches.  
Now that the fact is more generally  
known it behooves all owners and  
laborers to avoid drinking all water  
that filters through an alfalfa  
field.—Grant County News.

FEEDERS MAY BE SCARCE.

The rather startling possibility  
is just commencing to dawn upon  
the cattle trade that there may be  
a scarcity of both cattle and sheep  
feeder stock this fall, says the Den-  
ver Stockman.

For the past 12 years at least the  
bulk of the cattle and sheep leaving  
the range in the fall are too thin  
for beef or mutton and have been  
classed as feeders or canners. Thus  
far this season the percentage of  
cattle unfit to go to the killing pens  
has been remarkably small.

Range cattle are averaging fully  
100 pounds heavier than a year  
ago and the bulk of them are going  
direct to the slaughter.

On all markets the packers are  
competing against the feeder buy-  
ers for the cattle and are taking the  
larger part of them. If they keep  
this up, when the feeder demand  
really commences, the question is  
if conditions will not be the same  
as to cattle as they were with sheep  
and lambs a year ago, and as the  
condition undoubtedly will be with  
lambs this fall.

Stockmen coming in from the  
ranges all comment upon the re-  
markable condition of cattle and  
sheep. The grass on the range this  
year has been plentiful and seems  
to have possessed more nutrition  
than usual for all stock have put  
on flesh and fat at a remarkable  
rate.

"To Cure a Felon"

Says Sam Kendall of Phillips-  
burg Kan. "Just cover it over with  
Bucklen's Arnica Salve and the  
salve will do the rest." Quickest  
cure for Burns, Bolls, Sores, Scalds,  
Wounds, Piles, Eczema, Salt Rheum,  
Chapped Hands, Sore feet, and sore  
eyes. Only 25c at the City Drug  
Store. Guaranteed.

G. W. Clevenger has the most  
extensive and well selected stock  
of wall paper ever seen in this  
county. The variety and design,  
as well as quality are all that one  
could desire. He is also receiving  
a fine line of furniture and has one  
of the newest furniture displays  
ever seen.

Well Worth Trying.

W. H. Brown the popular pension  
attorney, of Pittsfield, Vt. says:  
"Next to a good pension, the best  
thing to get is Dr. King's New Life  
Pills." He writes: "they keep my  
family in splendid health." Quick  
cure for headache constipation and  
biliousness. 25c. Guaranteed at  
City Drug Store.

CITATION TO HEIRS.

In The County Court of the State of Ore-  
gon, for Harney County.  
In the Matter of the Estate of

Jacob Gruendike, Deceased.  
To Milton B. Root, Mrs. Mary Root,  
Martha Abbott, Charles Abbott, Frank  
Abbott, Cyrus W. Abbott, Edie Smith,  
Mrs. Lottie Elfriss, Mrs. Minnie Hamil-  
ton, P. S. Gruendike, Edwin Phillips,  
Gilbert Gruendike, Mrs. Carrie M. Ladd,  
E. J. Buell, B. W. Gruendike, George  
Gruendike, Della Gruendike, Nellie  
Gruendike, Edie B. Davis, Louisa C. Cope,  
Ellie C. Warner, Emma C. Stachnow,  
Jacob C. Cope, John Gruendike, John  
Gruendike, Jr., Fred Gruendike, Francis  
Davis, Willard Brokaw, John B. Brokaw,  
Bessie Bryan, Frank W. Abbott, A. B.  
Lacey, Frances J. Cool, and Herbert  
Post, Frances E. Feeley, Bertha Stone,  
Minnie A. Betteridge, Raul H. Gruen-  
dike, Rita B. Sheldon, Samuel Gruen-  
dike, Nellie Gruendike Walton, Fred R.  
Gruendike, Frankie M. Davis, Herbert  
E. Root, Wilmet L. Brokaw, C. S. Ab-  
bott, H. W. Stange, Mrs. Frank Abbott,  
Charlotte Elfriss, Thomas L. Lacey, A.  
Berlette Lacey, John S. Lacey, Lila A.  
Doolittle, and Beattie L. Prior, the  
known heirs, and to all other heirs un-  
known, if any, of Jacob Gruendike De-  
ceased, and to all whom it may concern,  
Greeting:

By order of the above entitled court,  
each and all of you are hereby cited and  
required to appear before the above en-  
titled Court and Judge thereof, at the  
County Court Room, at Burns, Oregon,  
on October 1st, 1906, at two o'clock P.  
M. then and there to show cause, if any  
you have, why Will R. King, Adminis-  
trator of the Estate of Jacob Gruendike,  
deceased, with Will annexed, as such  
administrator, under and by virtue of a  
certain agreement between James F.  
Mahon, of Harney County, Oregon, and  
said Jacob Gruendike, deceased, (dated  
February 16, 1900, recorded July 5, 1900,  
on pages 94 to 112, in Book "A" of Mis-  
cellaneous Records in the Clerk's Office  
in Harney County, Oregon) together  
with an order of said County Court ap-  
proving a certain compromise between  
said James F. Mahon and said Adminis-  
trator, should not execute and deliver to  
said James F. Mahon, a good and suffi-  
cient deed, as such administrator, to the  
following described real property, situat-  
ed East of Willamette Meridian, in Har-  
ney County, Oregon, to-wit:

SE 1/4 of Sec. 18, in T. 28, S. R. 34; E 1/4  
of NE 1/4 and N 1/2 SE 1/4, Sec. 20; W 1/2  
NW 1/4; SE 1/4 of NW 1/4; SW 1/4 of SE 1/4  
and SW 1/4 of Sec. 21; NW 1/4 NE 1/4 of  
Sec. 28, all in T. 28, S. R. 35; E 1/4 of  
NW 1/4 and W 1/2 of SW 1/4 of Sec. 8; NW 1/4  
of NW 1/4 of Sec. 17; NE 1/4 of NW 1/4; SE 1/4  
NW 1/4 and NE 1/4 of SW 1/4 of Sec. 20;  
SE 1/4 of NE 1/4 of Sec. 30, all in T. 28, S.  
R. 36.

Witness, the Hon. Joseph Reeder,  
Judge of the County Court of Harney  
County, Oregon, with seal of said Court  
affixed, this 19th day of July, 1906.  
(County Court Seal.)

NAM MOTHERHEAD,  
County Clerk of Harney County, Ore.  
Will R. King,  
Administrator.

NOTICE FOR PUBLICATION.

UNITED STATES LAND OFFICE,  
BURNS, OREGON, AUGUST 16, 1906.  
Notice is hereby given that the following  
named settler has filed notice of his intention  
to make final proof in support of his claim, and  
that said proof will be made before the Register  
and Receiver, at Burns, Oregon, on September 26,  
1906, viz: Thomas E. Jenkins, of north Oregon,  
claiming 1/2 Sec. 30, 1/2 Sec. 31, 1/2 Sec. 32, 1/2 Sec. 33,  
1/2 Sec. 34, 1/2 Sec. 35, 1/2 Sec. 36, 1/2 Sec. 37, 1/2 Sec. 38,  
1/2 Sec. 39, 1/2 Sec. 40, 1/2 Sec. 41, 1/2 Sec. 42, 1/2 Sec. 43,  
1/2 Sec. 44, 1/2 Sec. 45, 1/2 Sec. 46, 1/2 Sec. 47, 1/2 Sec. 48,  
1/2 Sec. 49, 1/2 Sec. 50, 1/2 Sec. 51, 1/2 Sec. 52, 1/2 Sec. 53,  
1/2 Sec. 54, 1/2 Sec. 55, 1/2 Sec. 56, 1/2 Sec. 57, 1/2 Sec. 58,  
1/2 Sec. 59, 1/2 Sec. 60, 1/2 Sec. 61, 1/2 Sec. 62, 1/2 Sec. 63,  
1/2 Sec. 64, 1/2 Sec. 65, 1/2 Sec. 66, 1/2 Sec. 67, 1/2 Sec. 68,  
1/2 Sec. 69, 1/2 Sec. 70, 1/2 Sec. 71, 1/2 Sec. 72, 1/2 Sec. 73,  
1/2 Sec. 74, 1/2 Sec. 75, 1/2 Sec. 76, 1/2 Sec. 77, 1/2 Sec. 78,  
1/2 Sec. 79, 1/2 Sec. 80, 1/2 Sec. 81, 1/2 Sec. 82, 1/2 Sec. 83,  
1/2 Sec. 84, 1/2 Sec. 85, 1/2 Sec. 86, 1/2 Sec. 87, 1/2 Sec. 88,  
1/2 Sec. 89, 1/2 Sec. 90, 1/2 Sec. 91, 1/2 Sec. 92, 1/2 Sec. 93,  
1/2 Sec. 94, 1/2 Sec. 95, 1/2 Sec. 96, 1/2 Sec. 97, 1/2 Sec. 98,  
1/2 Sec. 99, 1/2 Sec. 100, 1/2 Sec. 101, 1/2 Sec. 102, 1/2 Sec. 103,  
1/2 Sec. 104, 1/2 Sec. 105, 1/2 Sec. 106, 1/2 Sec. 107, 1/2 Sec. 108,  
1/2 Sec. 109, 1/2 Sec. 110, 1/2 Sec. 111, 1/2 Sec. 112, 1/2 Sec. 113,  
1/2 Sec. 114, 1/2 Sec. 115, 1/2 Sec. 116, 1/2 Sec. 117, 1/2 Sec. 118,  
1/2 Sec. 119, 1/2 Sec. 120, 1/2 Sec. 121, 1/2 Sec. 122, 1/2 Sec. 123,  
1/2 Sec. 124, 1/2 Sec. 125, 1/2 Sec. 126, 1/2 Sec. 127, 1/2 Sec. 128,  
1/2 Sec. 129, 1/2 Sec. 130, 1/2 Sec. 131, 1/2 Sec. 132, 1/2 Sec. 133,  
1/2 Sec. 134, 1/2 Sec. 135, 1/2 Sec. 136, 1/2 Sec. 137, 1/2 Sec. 138,  
1/2 Sec. 139, 1/2 Sec. 140, 1/2 Sec. 141, 1/2 Sec. 142, 1/2 Sec. 143,  
1/2 Sec. 144, 1/2 Sec. 145, 1/2 Sec. 146, 1/2 Sec. 147, 1/2 Sec. 148,  
1/2 Sec. 149, 1/2 Sec. 150, 1/2 Sec. 151, 1/2 Sec. 152, 1/2 Sec. 153,  
1/2 Sec. 154, 1/2 Sec. 155, 1/2 Sec. 156, 1/2 Sec. 157, 1/2 Sec. 158,  
1/2 Sec. 159, 1/2 Sec. 160, 1/2 Sec. 161, 1/2 Sec. 162, 1/2 Sec. 163,  
1/2 Sec. 164, 1/2 Sec. 165, 1/2 Sec. 166, 1/2 Sec. 167, 1/2 Sec. 168,  
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